Dual Sport News

... Newsletter of the **Dual Sport Owners Group**

May/June 1999

TOURING ITALY ON A TENERE

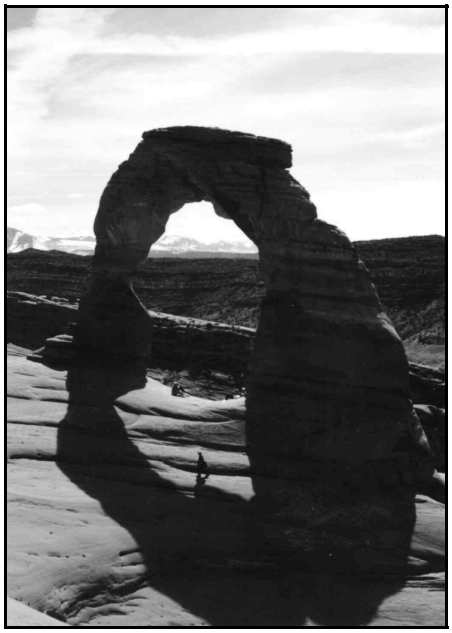
INSIDE THIS ISSUE: ☞Cagiva Elefants ☞Dual Sport Sidecar ☞Carburetor Primer Part II ☞Low Exhaust Mods☞Copper Canyon ☞Great Western Trail ☞Much More ...

PERSPECTIVE

Gino Pokluda

Moab

At latitude: 38° 35', longitude: 109° 33' and an elevation 4021 feet above sea level lies a town in southeastern Utah known as Moab. For years I had heard of this outdoor sports Mecca, but never visited it until three years ago. Once I had, I asked my self why I had not visited earlier. Let's make two things perfectly clear, Moab is a tourist town, which relies heavily on the tourist trade, and I do not normally care for tourist towns. This place is very different, however. You will not see your Wild West shootouts or pony rides or anything of that sort in Moab. You will see more outdoor sports stores, mountain bike stores, and book and map stores than you could possibly shake a stick at because Moab is geared for the outdoor adventurist, which is why it has been the location for the Utah Get-Together for the past two years.



Adding to the beauty of Moab is the fact that there are two spectacular national parks, Arches and Canyonlands, and an equally grand state park, Dead Horse Point. All of these smack dab in the middle of some of the most awe inspiring and surreal landscape you could imagine. This coupled with the fact that there are hundreds of miles of trails of all levels of difficulty and it is no wonder why the area attracts off-highway-recreation riders of all kinds including, motorcycles, ATVs, four wheel drives, horse and mountain bikes. By the time you read this, the 3rd annual Utah Get-Together will only be a couple of weeks away where about 100 dual sport enthusiast will gather to partake in the bounty of off road riding that only Utah can offer.

One thing that is different from past Get-Together events is that we will be charging for attendance this year. The registration fee goes towards food, facilities and supplies; all things aimed at making the event more enjoyable for you. If you are planning on attending the Get-Together this year, be sure to fill out the registration form in the issue and mail to me as soon as possible so we can plan the amount of food we will need for the three meals provided. Another new addition will be our "Contract of Responsibility". I have never been fond of waivers of liability and such and always hope that riders who attend events like this are responsible. With that in mind, we will not have a waiver of liability form to sign, but rather a responsible rider contract in which you promise to be a safe, responsible rider and observe the rules of the Get-Together which will be provided in your registration packet. Don't worry, they are plain, common sense guidelines that will go a long ways in insuring everyone has a good, safe time.

Finally, here are a few points that you should know about Moab and the Get-Together. Weather in this part of the country can be unpredictable, so be prepared for anything. Most likely it will be warm to hot and dry. With that, you should be aware that it is vital you keep yourself hydrated by drinking plenty of water. You should plan on at least one gallon of water per day; more during strenuous exercise. Fred Hink, owner and operator of Arrowhead Motorsports, knows this and is offering a special deal on Camelbak Hydration Systems at a special rally price. Check out his ad in the back of this issue. It is also vital that your motorcycle is in good repair before heading out on the trails. If you need parts and or tires, Arrowhead will gladly order them for you and have them waiting upon your arrival. Lastly, if you plan on riding in the national parks, such as the White Rim Trail in Canyonlands, your bike must be legal with a plate, lights and horn.

It has always been the intent that the Utah Get-Together would be a gathering of enthusiasts, low on hype and big on fun. I hope, for those of you attending, that this will be a rewarding and fun experience. Hope to see you there and have a safe

Send subscriptions, comments, articles to:

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www.dualsport.org

Subscriptions:
In the United States
$15.00/Year

Outside the US
$20.00/Year

Back issues $3.00 each.

Make checks payable to: **Gino Pokluda**
Please write: **DSN** on check.

Disclaimer

All technical tips, product reviews, bike modifications and any other advice printed in *Dual Sport News* are only for the purpose of information sharing. Modifications made to your bike are your responsibility and *Dual Sport News* assumes absolutely no responsibility for accidents that occur anywhere in the world.

Gino Pokluda. Editor

WHAT'S NEW

Cover Photo

Brian Blangsted's Yamaha Tenere somewwhere in Italy. If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

THANKS!

To all who made this 24 page issue possible. Dual Sport News continues to grow and we are approaching 1000 subscribers!

Check us Out!

www.dualsport.org
Webmaster, Bill Haycock.

KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists on the net and well worth subscribing to. To subscribe, simply send the message

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Aerostich Unobtainium Electric Darien Liner

Electrify your riding jackets performance with a new Aerostich Unobtainium Electric Darien Liner Modeled after the standard Darien Liner, the Unobtainium is lighter and packs down smaller due to its Polartec 100 fleece insulation and lightweight construction. It's a warm and cozy addition to all spring, summer and fall riding trips. A three-circuit wiring design includes the body, sleeves and collar to provide an under-jacket environment that's 50 to 150 warmer than the outdoor ambient. Seven pockets include a self-store pocket for the power cord and a self-store pocket for the jacket. Hookup wiring includes a fused coil cord and lighted power switch. A thermostat, BMW matching plug and other accessories are also available. Draws 70 watts at 12 volts and is easily connected to all motorcycles. Sizes available are S, M, L, XL, XXL. Color is Slate Blue. Sleeve length alterations available.

Aerostich Unobtainium Electric Darien Liner Cat. No. 101 $197.00
To order, call Aerostitch/Riderwearhouse at 800-222-1994

Southwest Bike Travel-Zine announces strategic alliance with world famous Motoworld

Contact: Steve Roe, 888-672-BiKE (2453) or (505) 889-9139 Fax or steve@swbike.com

Southwest Bike Travel-Zine (www.swbike.com) announced it has been selected for MotoWorld's new On-line Internet site launched in January of this year (www. motoworld. net). Motoworld is one of Internet's most popular web sites covering the latest information on. motorcycle racing.

Southwest Bike was chosen for its world class content and information on motorcycle touring and travel throughout the Southwest, Rocky Mountains and Mexico. You will find Southwest Bike listed under Lifesfyles, in the Tour and Travel section of Motoworld's new web site. Here you will find travelogues, interactive maps as well as great

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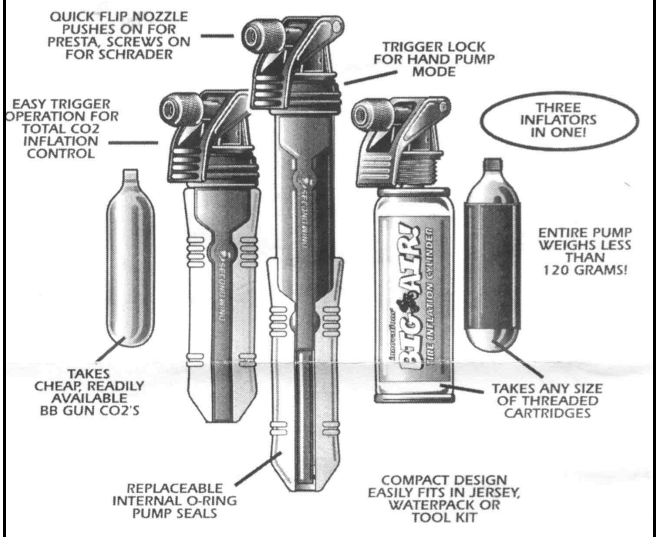
Second Wind CO2/Handpump


QUICK FLIP NOZZLE PUSHES ON FOR PRESTA, SCREWS ON FOR SCHRADER
TRIGGER LOCK FOR HAND PUMP MODE
EASY TRIGGER OPERATION FOR TOTAL CO2 INFLATION CONTROL
THREE INFLATORS IN ONE!
ENTIRE PUMP WEIGHS LESS THAN 120 GRAMS!
TAKES CHEAP, READILY AVAILABLE BB GUN CO2'S
TAKES ANY SIZE OF THREADED CARTRIDGES
REPLACEABLE INTERNAL O-RING PUMP SEALS
COMPACT DESIGN EASILY FITS IN JERSEY, WATERPACK OR TOOL KIT

Dual Star now carries the Second Wind CO2/Handpump unit that can function as a CO2 pump using any CO2 cartridge available including Big Air, threaded or non threaded small catridges. It will also work as a handpump and will fit Schrader and Presta Valves. Call Dual Star to order yours. 1-800-466-7433.

READER FEEDBACK

Gino,

I know you must be busy, but please allow me to give you some information. I vicariously enjoy your newsletter through my father's subscription (Ves Lewis). I want to get my own membership and a letter to the appropriate address will be sent along with the check. The reason for the e-mail is to express a thank you for the efforts that you do; not only in your newsletter, but in the events you help plan.

My father died on Dec. 10, 1998 of Lymphoma cancer. My brother and I both ride motorcycles and enjoyed the sport with our father. He had two motorcycles when he died, a KLR 650 and a KLR 250, which were inherited by myself and my brother, respectively. I live in Utah and my brother lives in California.

When I heard of the Moab rally, I became very excited and invited my brother to come. I instantly thought of my father because he too would have enjoyed the event. My brother is also excited about the event and plans on driving his truck, carrying the inherited 250, to my house in Utah, where we both will trailer our bikes to Moab in June. I have reserved a room at the Hotel and everything seems in order for the rally.

I went to California just this past weekend to assist my Mom with some post-burial kinds of things, and I was given the past issues of your newsletter which my Dad had faithfully read and highlighted. I noticed in one of them that he had highlighted your Moab rally as an item of interest and desire. I wanted you to know that these events are more than just fun. They represent dreams and events which bring families together and bond future relationships. For that, I and my family are very appreciative. My brother and I will ride the rides and participate in the events, not only for ourselves, but for our Dad.

Thank You, Shawn Lewis
Syracuse, Utah

Shawn,
I know I speak for all subscribers to Dual Sport News in wishing you and your family the sincerest condolences on your fathers passing. I hope your time in Moab will offer you the opportunity to reflect and provide you comfort in knowing that you will be fullfilling your father's dreams. We all look forward to meeting you and your brother at the Get-Together. Take care and God Bless. -ed.

******

Gino,

I just bought a 1999 KLR650 and couldn't be happier. The KLR650 Dual Sport Website provided some great info and helped alot inmaking my decision. The weather here is just starting to get motorcycle friendly and I'm looking forward to some longer rides. I'm also looking forward to Dual Sport News. Hope to meet you on the road someday. Keep up your efforts, they are appreciated.

David M. Gifford

David,
Thanks for the kind words. Glad you are on board with us. Hope to see you on the road also. -ed.

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"subscribe klr650" to majordomo@lists.xmission.com. To post a message to the list, send the message to **klr650@lists.xmission.com.**

DUAL SPORT Mailing list

For those wanting a little more variety, there is DUST, the dual sport mailing list. Send the message "**subscribe dust firstname lastname" to listproc@dorje.com**.

Utah Get-Together T-shirts BLOWOUT $9.00 includes shipping!

All remaining Utah

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... What's New

....Southwest Travel

(Continued from page 3)

travel destination spots.

"This represents a milestone for Southwest Bike, our many advertisers as well as our strategic partners", said Steve Roe publisher. "As a result of the national TV coverage that MotoWorld receives through its weekly broadcasts on ESPN 2 and other sports networks, this will greatly increase the visibility of our advertisers".

CycoActive Glove Box

Trick new number plate bag that will attach to almost any dual sport and dirt bike. The front flap is water proof and will accept numbers and decals. Call CycoActive 206-323-2349

Lucky Explorer Elefantations

Allen Naille

(Continued from page 4)
Get-Together T-shirts, sizes XL-XXL are being blown out to make room for the new **Dual Sport News** T-shirts coming out this spring. The Utah Get-Together T-shirts have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton. Send check to Dual Sport News, PO Box 698, Sandia Park, NM. 87047. Make sure to state your size.

Advertising Policy

Basic Advertising

Basic advertising is available for **free** with the annual $15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new Corner Store section; where businesses that make items specific to motorcycling may sell their products. The advertisement may be changed as

(Continued on page 6)

The Cagiva Elefant appeared in the in the mid-eighties everywhere but the US, taking a couple of months to make it here. It was a collaboration of the Cagiva Group and Ducati, which it owned during the Paso era. Beyond the very limited run of the Moto Morini Camels (which Cagiva later bought and eliminated the name), the Elefant was Italy's answer to the BMW GS. Yes, Moto Guzzi and Laverda followed suit in the nineties, but not to Cagiva's success worldwide

He early Tiger Blue 650's arrived in the US and sat on showroom floors with no marketing – what did Ducati dealers know about dual sports let alone Husquvarna dirt bikes? The last 650's were special edition Lucky Explorer models as the sponsors of the Paris Dakar efforts changed.

Those of us that availed ourselves of one, loved them, but already desired the 900ie model available in the early nineties. Let alone they had the 750 that never made it to these shores, had bigger barrels and a fairing attached to the tank in lieu of the air scoops. The carburated E900 arrived in 1993 with my 900, it was burgundy, later ones came in blue. But, before I took possession, I had it transformed into Lucky Explorer rally team colors.

I've ridden Ducati/Cagiva Elefants since 1987, from 650's, 750's, 900's to full on factory rally bikes. For what they are –big, tall, heavy twin cylinder and Italian- they work great! Would I take one to the end of the Earth? I did –to Tierra Del Fuego- two-up with luggage.

A simple look at the specifications reveals a 61inch wheelbase, seat height of 34 inches, 9 inches of ground clearance, 8.5 inches of front suspension travel and 7.5 inches at the rear. Six gallons of gasoline takes it 250 miles and empty of that load, it tips the scales at 412 pounds.

The Elefant looks like a dirt bike, feels like a dirt bike, rides like a dirt bike and has the ability to handle any terrain its owner can master. What are its flaws? It is no longer made. It is an imported bike with limited parts. The Cagiva Gran Canyon, with some interchangeable items is replacing it. Elefants are tough however, as I have dumped them on occasion and they got up and walked away while I, on the other hand, spent months recuperating.

They are wonderful for two up riding and Carol and I have done so for years really only experiencing minor electrical problems that were solved. Then there is Boge shock which can be re-valved, re-springed and reservoired or you can toss it for a custom Penske and miss years of trouble. The front fork is a Showa 45mm upside-down, and was the stiffest fork I've ever experienced – maybe 1-2 inches of movement 99% of the time. Some local re-

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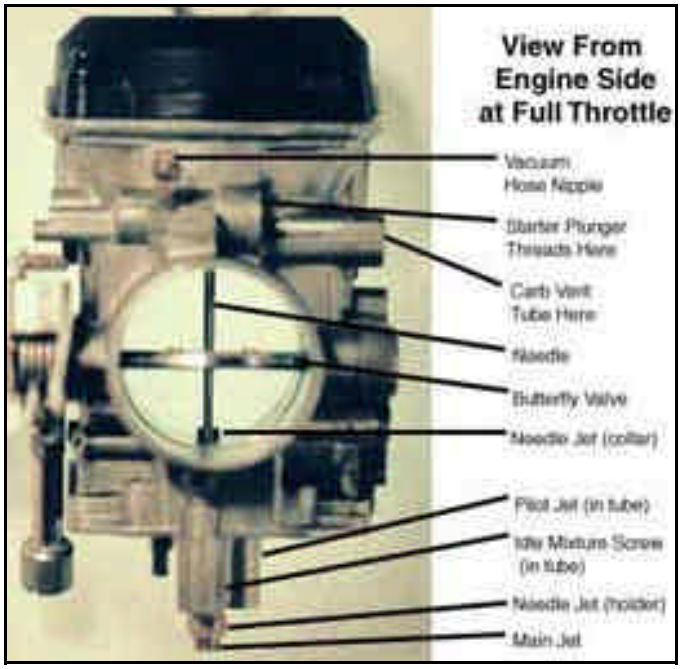
The KLR Page:

Keihin CVK40: A Carburetor Primer **Part II** by "Redondo Ron" LaMantia

Tuning and Options

WARNING! DO NOT tamper with your carb. Unless it's time to clean or overhaul it, you've changed the exhaust or airfilter, you need to troubleshoot it, or the Kid in you just has to know, "how does it go?"

When troubleshooting the carb, remember it's job is to mix fuel and air to a specific ratio for the engines consumption. There are many things that can cause an imbalance in your mixture besides the carb itself. Things like a leaking or pinched hose, valve clearance, a dirty air cleaner, removing the airbox lid, even running out of fuel. Anything that affects your big pump as it sucks and blows, affects your mixture. Before blaming the carb, eliminate as many other variables as you can.



ON or OFF - Do I Have To?

Jake Jakeman wrote an excellent article in the 5/98 DSN detailing the factory method for removing the carb from the bike for cleaning and installing the jet kit. If your carb doesn't need to be cleaned, you can install the kit without removing the carb.

Open the drain bolt to empty the float bowl. Loosen the boot clamps and rotate the bottom of the carb towards the left side of the bike. Be careful that you don't smash the plastic starter cap, it's 12 bucks for a new one. Remove the top, knowing that the cap will fly off from spring pressure when you remove the last screw. Pull the diaphragm valve out, drill it, then put in the new needle. Don't force the diaphragm valve and needle down into the carb body when reinstalling it. The needle should easily drop into the needle jet. If it doesn't, pull it out and try again. Button it up and move on to the bottom of the carb.

Drill out the cap on the pilot screw. Remove the 4 screws on the float bowl and remove it. Unscrew the main jet only, leaving the needle jet holder in place. Screw in the new main jet and replace the float bowl. Rotate the carb, tighten the boot clamps, and drain screw. You're done. The factory method of removing the carb from the bike isn't very convenient for trailside repair, and I'm lazy anyway, so I don't like to swing the subframe unless I have to. If it's something that requires the carb to come off, loosen the boot clamps, disconnect the throttle cables, starter plunger, fuel hose, and vacuum hose. Then muscle it out from the right side of the bike starting with the end nearest the airbox.

If you don't know your own strength, be aware that your carb is cast aluminum and can crack or gall if mishandled. Jake warned of little parts that can easily be lost. I've noticed two parts that are just waiting to laugh at you. The needle jet collar and the pilot screw o ring both tend to stick in place. It may be that as the thin film of fuel surrounding them dries, the surface tension is finally reduced to a point where they can fall out on their own, even when you're not around to see it. You wouldn't be the first or last person to be missing these critical parts.

FLOAT HEIGHT

Drain the float bowl to check for water or other impurities. The float level is the first thing that needs to be checked when tuning your carb. If the level is too high, it can cause

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many times as needed as long as the changes are received by DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising is available for and annual fee of $45.00. This includes a years subscription to DSN, an advertisement up to but not exceeding 3.5"X3.5" and a basic advertisement in the Haves, Wants, Needs or KLub Store.

Event Advertising Policy

Event advertising is free without a subscription to the DSN. You may advertise your motorcycle event two issues in advance. Simply send in a description of the event, dates, times and point of contact and it will get published.

Rights of refusal.

Dual Sport News reserves the right to edit or refuse publication of any Basic, Deluxe or Event advertising if it deems the nature or content is not appropriate.

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... Carburetor Primer

(Continued from page 6)

If your mailing label has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of DSN while keeping the cost to subscribers low.

HELP WANTED

We will be in need of help at the Utah Get-Together. Some of us are planning to arrive early and do some trail maintenance for the USFS and BLM. We will also need help with registration, ride coordinating and helping out with the Saturday night dinner and general errand running. If you would like to help, give me a call. **Get involved**. - Gino

NEXT ISSUE DEADLINE

The deadline to receive articles for the next issue of Dual Sport News is **June 1, 1999**. Start writing!

SUBSCRIBING

If your mailing label has a date in the upper right hand corner, then you will receive DUAL SPORT

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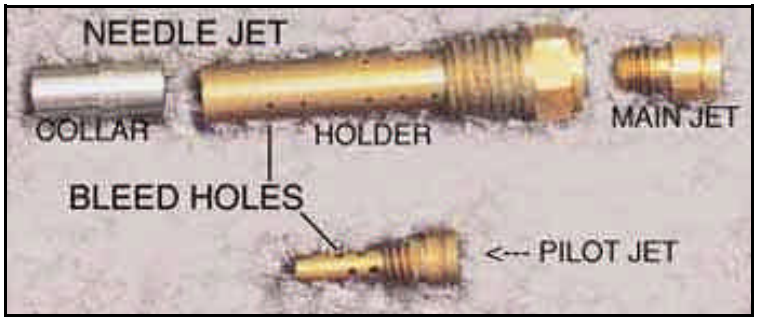
a rich condition, too low and it can cause a lean condition. If it's not set correctly any other adjustments you make may have to be redone.

Kawasaki would love to sell you their gauge to check the height. But get a clear hose and attach it to the carb drain valve at the bottom and tape it up to the side of your carb. Put the bike on the center stand or otherwise make it level. Use an auxiliary gas can above the carb so it will continue to dump fuel. Or use the vacuum line and suck on it to open the petcock valve.



Open the carb drain valve. Get a gauge or ruler and measure right where the carb body meets the float bowl to the level in the hose. Don't move the hose after you open the drain, or it could cause the reading to be high.

Hopefully you'll see 0.5mm above the base of the carb body, +/-1mm, (only about .08" variance).If it needs to be adjusted, and the carb is already off the bike, the method in the factory manual is the easiest way to set the float height. It can also be done without removing it from the bike.

After disconnecting the gas and draining the fuel out, you'll need to rotate the carb and take the four screws off the bottom of the float bowl and remove it. Then push the pin out of the float boss and gently remove the float and float valve. The float valve will be hanging loosely on the float by a very thin wire that slips over a metal tang on the float. Bending this tang on the float (not the wire on the float valve), will raise or lower your float level. Just a small bend makes a big difference in the level, so it's best to make minute movements here.

Before bending anything, visually inspect the rubber tip on the float valve and spray some carb cleaner and compressed air in the valve seat, to make sure nothing is blocking it open. Also see that the plastic float isn't leaking and filling with gas. Then check the level again and rebend if needed.

PILOT SYSTEM TUNING

The ideal way to tune it would be to use the K&N air/fuel monitor, a Colortune spark plug, or something similar. But you can get close to this by using the following method.

Gently turn the pilot mixture clockwise until it's seated. Back it out two full turns. Now thoroughly warm the engine and set the idle to 1300 RPM with the large throttle stop screw on the right side of the carb.

Get Jake's carb tool and slowly back the pilot screw out until the idle starts to slow and note the total number of turns out from it's seat. Now slowly screw the pilot screw back in until the idle again starts to slow. Do the math and set your pilot screw between the two points where the idle slowed. If you've souped your engine up to a point that the screw needs to be less than one full turn out, it's time to replace the Pilot Jet with a larger size jet.

MAIN SYSTEM TUNING

Opening the butterfly valve with the throttle grip brings the main system into play. More air through the depression increases the vacuum to both the top diaphragm chamber and needle jet. As the vacuum in the top chamber causes the diaphragm valve to raise in the depression, the needle which is attached to the valve, is pulled further out of the needle jet. The higher the needle goes, the progressively thinner cross section of the needle allows more fuel to pass through the needle jet.

The Dynojet needle has 5 grooves, #1 at the top, to #5 closest to the needle tip. Putting the E clip towards the top leans the mixture because a thicker portion of the needle is blocking fuel flow through the needle jet. Placing the E clip closer to the tip enrichens the mixture by pulling the needle further from the needle jet, exposing a thinner portion to allow more fuel to flow. The stock needle on the KLR600 has these grooves, but the KLR650 comes stock with no grooves for adjustments. The needle jet size also affects flow.

The last factor in the main system is the Main Jet. When the diaphragm valve is fully raised and the needle is at it's farthest point out of the needle jet, the Main Jet size has the most influence on quantity of fuel delivered. Below 3/4 throttle there's little difference between a 136 and a 150 main jet. At full throttle there is a

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Trip Report:

Michigan Trail Safari PART II by Nick Sperduto

CAPTIAN'S LOG- STAR DATE Tuesday May 19th, 1998 : DAY 2 Map pages 2, 3, 4, 5, and 6

We awoke around 8 a.m., got suited up in our riding gear, packed our bags and bikes, stopped at McDonalds for a bite to eat and rode the blacktop out of town around 9:30 a.m. It was 80 degrees and humid at 8 a.m.; another hot and wet day. Just think, I was worried about snow when I picked the time of year to do this ride. We traveled the blacktop through Baldwin and over to the Little-O ORV parking area on 32nd Ave. The trail here was still sandy, a little deeper and full of whoops. Actually, it was miles of whoops. I fell over a bunch of times. I was still having trouble with the top heaviness in the sand. One time when I fell over, I snapped my mirror. I was using one of those foldable mirrors that I've had for 2 years and never broke. I must have folded it wrong, because it snapped off at the pivot point. When we crossed into the Lincoln hills parking area, we were about 15 rough, sandy, whooped out, single track miles into the ride. At this point, my camelback was dry, it was extremely hot and I needed a new mirror. We took a break and I checked on the map for our location. The map showed that about 10 miles south on M-37, there was Peacock Ltd. A store for off road stuff. Not wanting to ride the road sections the rest of the week and needing a break for water, we decided to ride down to Peacock. At Peacock, I bought a new mirror, actually, the only one that they had in stock was a nice shiny chrome one. I always heard chrome parts makes your bike faster. I pulled out some tools and installed it in the parking lot. We headed north on M-37 toward Lincoln Hills, stopping in Wolfe Lake for water and lunch. At this point, it was very hot, it was 86 degrees and humid, and we were a little tired, so we decidd to bypass the rest of the Lincoln Hills loop. Opting to continue North on M-37; then east on Luther Hwy; through the town of Luther; then north on State Rd, picking up the MCCCT trail crossing State Rd from East to West, just at the end of the Lincoln Hills loop. It was about 17 miles of blacktop, long enough to cool us down. The trail continued to be severely whooped out for approximately 12 miles until we crossed M-55, where a parking area gives access to the local loops. After that, if was fast two track and snowmobile trail for a good 15 to 20 miles. It was very fast and tons of fun It was a welcome sight. A lot of the trail

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NEWS up to that date. If your mailing label has **SAMPLE** or **RENEW** in that spot, then this will be the only issue you receive until you subscribe or re-subscribe. Subscription is $15.00 a year for six issues. If you are outside the United States, the rate is $20.00 US.

Send your personal check, money order or international money order to: **Dual Sport News, PO Box 698, Sandia Park, NM 87047**

WEBSITES OF INTEREST

Adventure Touring Website and handbook. Both developed by Chris Scott

www.compass-star.co.uk/AMW.htm

National Off Highway Vehicle Conservation Council
Site contains off highway information and gear specifically for off-road use.

www.nohvcc.org

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Travels:

Copper Canyon Part I

by Dan Rosen

In 1993, Victoriano Churro, a Tarahumara Indian runner took first place in the Colorado 100 mile, 10,000 foot altitude, elite gringo race. He won by over 40 minutes while wearing guraches and drinking a Cerveza at the mile-70 aid station. From whence these people came, I had to see.

For those of you who have not been to Copper Canyon, or only visited briefly, it is more accurately described as a series of seven very large and deep primary canyons, surrounded by other smaller canyons. A total of 25,000 square miles in area, they make up North America's largest canyon system. Each primary canyon is around a mile or more deep, and the area has collectively been called the Sierra Tarahumara.

Unlike our Grand Canyon, the area is generally highly vegetated and harbors over 30% of all the wildlife species found in Mexico. The area is inhabited with roughly 60,000 native Indians, of which the Raramuri, or Tarahumara, are the most populous. These Amerindians are cave dwellers and small time farmers. They are famous for their 100 mile runs and “tesquino”, or corn bean. They are warm hearted and kind, and are often seen from the side of the roads, where they appear from seemingly nowhere.

The name “Copper Canyon” refers to the areas color, especially during the winter or dry season, when the earth and vegetation takes on more of a copper tone. In 1975 the first road was cut into Batopilas Canyon, and has to date remained virtually unchanged. Just prior to this, the now famous Copper Canyon railroad, which connects to the coastal city of Los Mochis, has opened the area up for mining and logging. Fortunately, these have not seriously hurt the beauty or ecology of the area. In fact, some of the largest old growth forests still exist in this region.

The largest and most spectacular canyon, the Urique Canyon, also referred to as the Baja Sierra Tarahumara, is open to dual-sporting and is my favorite. In this area the railroad has created a number of comfortable inns and lodges that are only accessible to the rail traveler, and of course, the adventuresome dual-sport rider. Additionally, many of the canyons have remote villages with surprisingly nice hotel accommodations which some places includes homes open to visitors.

Access to the canyons for the first time visitor is through the city of Creel. Creel is to Copper Canyon what Flagstaff is to the United States' Grand Canyon. With an altitude of around 7,300 feet, it is surrounded by pine trees and smells like Colorado.

Personally I love mountains, however, as I don't care for cold weather, lingering snow or ski slope crowds, I hang out in these parts as much as possible. As most Mexicans don't own cars and RVs, I consider this as close to pristine nature as you are going to get, while still enjoying comfortable accommodations. All this is still an easy one days ride from our border.

The weather in these parts is dry, and is very dependent on what altitude you are at. On the rim or higher elevations, the

(Continued on page 16)

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... Michigan Safari

(Continued from page 8)

in Michigan is awesome. The scenery is beautiful. They have what I think were man planted forests for logging. The trees are pines but the branches don't grow until about 20 feet up. The trail winds through the trees and along them. With the trees whipping by, it give you a feeling that you are going faster then you really are. Since the branches are not on the lower part of the tree, it's like riding between telephone poles. All of the turns in these types of forests are bermed nicely. In some areas, there is a complete covering of the ground with green moss and one single track going down the middle; it's like a dirt track across running across carpeting.

We followed that till it combined back with ORV trail just North of M-113. We rode more single track, but not as whooped out as earlier. We rode the trail acrossM-186 about 3:30 p.m. and decided to ride road over to M-131 and ride that North for 14 miles into the town of Kalkaska. On the way into town, I ran out of gas twice and was bouncing up and down on the bike while travelling 55 mph, trying to get some of the gas that was left on the one side of the tank. We finally rolled into town and I ran out of gas for the final time rolling into the Amoco station. We passed the motel on the way to the gas station, so we knew where to stay, without wandering around town. We asked the station attendant where a good place was to eat. He said, "there are none". I starting to see a trend here, maybe I should move to Michigan and open a good restaurant. On the other hand, after the 100 people in town eat, I'll probably be out of business. We checked into the Motel, paying extra for a first floor room with two beds. The room definitely wasn't the Holiday Inn, but it was acceptable. The trim board around the shower was rotted and had about 2 inches of it missing and it looked like they just kept painting over the rot. At least this place had cable TV, we could watch the weather channel to see when the hot spell was going to end. We had dinner across town at Kevin's Diner, which closed at 8p.m; this is a happening town that were in here. On the way back to the motel we stopped for gas and a couple of bottles of beer. We arrived back at the motel at about 8 p.m., with enough daylight for me to work on my bike. I had caught a stump with my brake lever and it bent around my foot peg. I fixed it temporarily in the woods, but now I had to fix it better. It was bent in a way that every time I kick started the bike; the kick-starter would get hung up on the brake pedal and not return. The male hotel owner decided he wanted to help me fix my bike. He was so bombed, that he almost fell over on my bike. His breath was so bad; he was almost making me drunk. I see another recurring theme here. It took me longer to fix my bike with his help than it would have by myself. While we were working on the bike, he told us how he used to ride and one day he crashed his bike and got knocked out. While he was knocked out, his leg was pinned beneath the exhaust and it pretty much burnt in haf (so he told us). That's why he now has a fake leg. A leg burnt in half is not something that I needed to here a description of just after diner. The night time weather was a welcome sight. I emptied my camelback twice today and didn't go to the bathroom once. We went to bed around 10:30 p.m. after relaxing in bed watching TV having a beer. Total miles today 145. One note here. When riding through logging areas, it seems that the machine that cuts down the trees leaves about a 6 inch stump that eventually gets covered by ferns. These stumps like to grab toes, so be careful.

CAPTIAN'S LOG- STAR DATE <u>Wednesday May 20th, 1998 : DAY 3 Map pages 6, 7, 8, and 9</u>

We awoke about 8 a.m. again and after suiting up and grabbing a snack at the gas station, we were on the blacktop and riding by 9:30 a.m. We traveled M-131 north and picked up the trail a couple of miles outside of town. It was crossing M-131 from West to East. For the next few miles, the trail was very hard to follow. It seems that this part of the trail system rarely gets ridden. At points, you'll come to a field with a marker on the last tree on this side of the field and it will be pointing straight ahead, but there are no tracks to tell you which way to go across the field. You sometimes have to ride around the perimeter of the field looking for the marker going back into the woods. After a couple of confusing fields, we rode about 15 miles of awesome single-track trail with uphills, downhills, no whoops and huge berms. It now begins to dawn on me that the MCCCT that is also part of an ORV loop is usually whooped out, but the MCCCT that is only MCCCT is in great shape because it doesn't get ridden as much. About noon and 30 miles into the day, we stopped in Starvation Lake at the Hide Away inn for lunch. From the décor and maps in the bar, this is a huge snowmobile area. Instead of heading West back to the trail we came off of, we decided to cut a small section out and headed east on Starvation Lake Rd, turning north on Lake Road. This turned out to be a mistake. On the map, Lake Road looks like a small road and if we follow it until it crosses the lake (the map shows the road going directly to the lake on both sides), we would catch the MCCCT crossing. We followed Lake Road, which was a dirt road about 2 car widths wide to the lake, then it proceeded to go directly to the shoreline, turn right and become a single-track trail. We followed the trail counter clock wise around the lake until we found a road leading back out. After riding a few miles we realized we were on the wrong road and had to make our way back to the lake and again turn right, continuing counter clockwise further aroundthe lake. This time the single track actually went through part of the lake water. It was after this that we found the continuation of Lake Road. Now I know why it's called Lake Road. There's no way this could be a continuous road for a car. About 2 miles north of the lake, we finally picked up the MCCCT crossing Lake Rd from west to east. So much for saving some time by cutting a piece of trail. Now we were riding a bunch of fast and fun grassy snowmobile two-track trail, I love this kind of stuff. The trail was mostly snowmobile trail, including about 5 miles of blacktop on M-131, which we realized the trail was on the side of the

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TECHNICAL INSIGHTS

By Elden Carl

KLR650 Tech

The Israeli guys called me from Argentina about an engine noise in one of the four KLR650's. The best guess was that the header had vibrated loose at the head causing a puffing, hissing sound (not a knock). Since phone calls from Argentina are expensive, I don't know if they got it fixed. I'll keep you posted.

Have you noticed how the Japanese Big Four are forcing us to buy extra parts we do not need? Two examples are: you can no longer buy on of the two DR350S throttle cables because they only come as a pair (who ever needs a push throttle cable?) and you can no longer buy a KLR650 crank shaft cam and balancer sprocket since you now have to buy and whole left crank half. There are many more examples of how they are ripping us off at the parts counter.

I recently discovered that I can check my rear brake light by putting the engine in neutral and alternately work the front and rear break levers. If the light is working, the green neutral light will dim just slightly as the switch goes on.

On the subject of tires, if you haven't discovered Avon Gripster AM24 yet, you are in for a treat. They wear forever and work great on the street. Additionally, they aren't bad in the dirt either unless you get into deep sand or mud. I do wish they would add a couple of plys to the front tire to help prevent rim damage. I recently tested the Gripster against Metzeler street tires and the results were as follows:

Metzeler ME33 Front= 5850 miles
Metzeler ME99 Rear = 3800 miles
Avon Gripster Front = 13000 miles
Avon Gripster Rear = 8500 miles

How do you like them apples? A dual sport tire that out wears a premium street tire by better than two to one. Those of you who would like a little less twitch in the front end steering can do the following. Install a 2mm thick Bridgestone Super Tube, which is quite heavy and tighten your steering head bearings a little (be careful not to over tighten).

I have never liked lowering links on the rear of a motorcycle. It's true they give you a little more rake and trail and allow you to put your feet flat on the ground at a stop. The down side is loss of ground clearance and wheel well clearance at full bump. On a recent trip in Northern Baja with Ron Jensen and me, Bruce Redding bottomed several times over some rough stuff. The result were black tire marks inside the inner fender up in the wheel well. Some rubber was torn out of the tire tread by the bolts that hold the voltage regulator/rectifier to the inner fender. Since according to Kawasaki, there is only 10mm difference between the ground clearance and suspension travel, you could be in dangerous territory when riding aggressively on or offroad.

Lucky for Bruce that he didn't have a stock muffler on his KLR650 or the bottom of the muffler probably would have crashed against the swingarm. There is a cure for the fender clearance problem, but none for the ground clearance issue. Remove the rear shock and send it to Bob Bell or your favorite shock re-builder and have a 15mm spacer placed above the bump rubber on the shock shaft. This will reduce your wheel travel only by about 35mm, but it should keep your parts from crashing into each other. It will also help if you use a 120/90X17 rear tire with a 25.5 inch diameter or less.

Part of the overall problem is the wimpish stock spring which is pathetically light (approximately 5.5kg). Bob Bell tells me that he has someone who can make the odd sized spring that is used on the KLR650. I'll give him the spring rates if you furnish the total load weight, i.e. rider and load.

By the way, all bikes used in the dirt need shock and fork service from time to time. I change my fork oil regularly and have Bob Bell disassemble, clean, reseal and re-oil my Ohlins when needed. If you can't bring yourself to spend the money to make your lowering links at least moderately safe, the I suggest you put your stock links back on your KLR650, or stay on the street and ride carefully through the twisties.

Editor's Note: *I feel compelled to interject some thoughts on this issue. I had the lowering links installed on my KLR for about 1 year and never had a problem with bottoming or swingarm contact even during aggressive riding. I will say that the links did make the rear shock respond differently and when offroad, I am usually on the pegs with my preload set as high as possible. While I do not have a specific number, there are scores of these links installed on KLR650's and this is the first incident of bottoming I have heard of. As with any non-factory modification, the rider should be aware that the bike will respond differently than how it was originally designed. With that caveat, I would recommend that if you have the lowering links installed on your KLR650 or plan on installing them, you should remember that you are altering the dynamics of your motorcycle and therefore you should plan your riding and loading accordingly. The end result, however, is a lower bike that is easier to handle in most cases. –ed.*

(Continued on page 17)

TRAILS

Gino Pokluda

The Great Western Trail

As I write this, there is a project underway to link Mexico and Canada via a multi-use trail corridor called the Great Western Trail (GWT). The GWT is a designed to serve the many types of trail interests and users such as hikers, horseback riders, boaters, mountain bikers and off-road vehicles –including dual sport motorcycles.

The GWT will be a north/south trail system extending from Canada to Mexico. A majority of the route is actually in place through much of this area with some segments still having to be defined. Most of the GWT will wind its way through public lands so that very little right-of-way acquisition and minimal new construction is needed. This trail would be mostly in National Forests and some public domain administered by the Bureau of Land Management in Idaho, Wyoming, Utah and Arizona.

The preferred route from north to south would include the Idaho Centennial Trail route to the Magruder Corridor (Idaho Panhandle NF, Clearwater NF, and Nez Perce NF), then east between the Selway Bitterfoot and Frank Church River of No return Wilderness areas (Bitterfoot NF and Salmon NF). An additional alternate southern route floatable by permitted watercraft along the historic main Salmon River east/west through Idaho is possible (Clearwater NF and Salmon NF). Once at the Idaho/Montana border, the GWT corridor then extends south along the alignment of the existing Continental Divide National Scenic Trail to the Trail Pass (Salmon NF and Beaverhead NF), then south through the Targhee NF past the west side of Yellowstone NP to Palisades Reservoir, where the route splits. An additional alternate route is being considered for pedestrian and horse access across the southwest corner of Yellowstone NP. From there it continues south in Idaho through the Caribou NF near Soda Springs and Montpelier to the Utah order west of Bear Lake. Again at the Palisades reservoir, the trail splits and extends along the east side of the reservoir to Alpine, Wyoming, Then south along the Greys River to La Barge and Smith Fork, then northwest into Star Valley, Wyoming (Bridger/Teton NF), the west indo Idaho past Montpelier, connecting again on the ridge west of Bear Lake(Caribou NF). At the Utah border, the trail corridor continues south east of Logan, Salt Lake City, Provo, Nephi and several smaller communities along the Wasatch Front, extending into southern Utah (Wasatch/ cache NF, Uinta NF, Manti NF, Fishlake NF and Dixie NF). At the southern Utah border, the GWT corridor could extend through Arizona completing the link to the Mexican border. This extension could follow a proposed motorized trail route and be known as the El Camino Grande section of the GWT. This section would extend south and east through Arizona crossing the Colorado River upstream of the Grand Canyon NP and head south passing Flagstaff, Phoenix and Tucon finally reaching the border of Mexico (Kaibab NF, Coconino NF, Tonto NF and Coronado NF).

A large portion of the GWT will be by common use shared by a mix of user types from motorized to non-motorized. While use in remote trail sections is generally infrequent, this mix is compatible. Routes in more congested area will be broken out into to parallel trails, specific to use such as motorized and pedestrian.

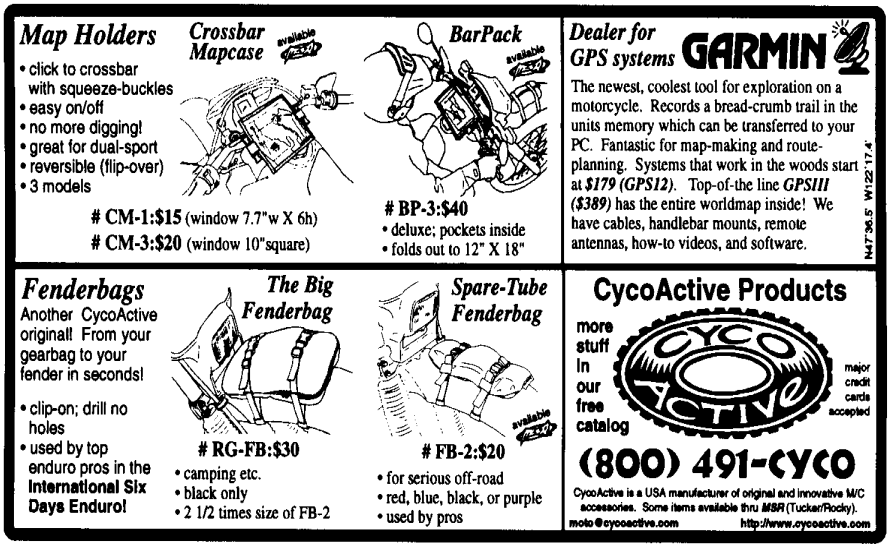
Funding for this project is completely private, with no government funding used in the development of the GWT. It is a "people's project in every sense. GWT project teams have been formed in every state involved. If you would like to get involved in the GWT, contact your local coordinators.

Idaho and Wyoming: Chuck Christensen, Rt 1 Box 3490, Driggs, ID. 83422

Utah: Monroe Gallier, 1272 South State, Provo, UT 84601. 801-373-6880

Arizona: Jesse Chinn, 5520 North 76 Place, Scottsdale, AZ. 85250. 602-990-3497

Or you can contact the Great Western Trail Association at: PO Box 41, Kaysville, UT. 84037 801-593-9378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European Rides

There's a Stranger in Town; Yamaha Tenere
by Brian Blangsted

American taste dictates what arrives on shore. Such is the case with the Yamaha Tenere. A big, unusual dual sport by any interpretation, this Paris to Dakar style motorcycle is just the ticket for riding in America, only America doesn't know it yet.

Having what must be virtually the only copy in the States, this big, racing Yamaha blue machine gets unusual stares wherever we go. Dual Sporting on this machine in northern Italy, however, is full stealth mode as a full one third of all motorcycles here are of the Paris to Dakar persuasion. Being the single cylinder Tenere, kin of the twin cylinder 750 Super Tenere, this kissing cousin of the XT600 travels well, even when the pavement gets "small" or non-existent. With the dual headlights, and the fairing integrated into the fuel tank, there is almost a sportbike-esque look, but the tall, wide handle bar with hand guards distinguish this bike for what it is; a great long distance, multi-terrain explorer. Even two-up, this machine is a ready steed. To better use the bikes abilities, as with most bikes in Italy, a lockable, quick-detach Givi tail trunk has been attached. It almost looks integrated as it off-sets the super-tanker like fuel tank. The "tail-trunk," besides being great for packing for londays of two-up exploration, also serves as a backrest allowing the passenger to relax. While two-up, the best way to explore is to ride the bike like a two-wheeled Jeep CJ5. Treated with respect, this behemoth rewards the adventurers.

The northern Italian landscape lends itself to this bred of bike. Many roads removed from the Autostrada are rough and clogged with traffic. Having a tall, well-suspended bike, does a rider well who is trying to get around the frequent tie-ups. Riding away from urban centers out into the countryside, exploration comes easy with the 7-gallon fuel tank. With a 400 plus kilometer range, one can ride worry-free to the single lane roads and far past the wine vineyards that cover the Dolomite foothills.

At the right time of year, usually early April, cherry blossoms bloom throughout these foothills. The blooming cherry blossoms are thick enough to almost be confused with snow. Riding through these hills is an experience that has to be lived. Never can this spectacle be witnessed in such enormity elsewhere. But the hills have yet to reward four more times.

Soon, cherry blossoms give way to cherries, and an expedition to family owned roadside booths is in order. Having gotten fresh cherries (and usually a friendly drink of family wine), a ride into these hills reveals ladders upon ladders disappearing into tree-tops as families pluck the sweet red cherries, almost rushing as every year fruit over-ripens before it can be picked. As the cherry season ends, the hills come alive yet again with the "new-born" green of the wine vineyards. This again calls to the spirit to "come and see" the new grapes take their start and watch as the farmers now turn their attention to their grapes. Every now and then while traveling along the vineyards, one must duck to avoid the over-spray the wind carries from within the vineyards as pesticide is force-fed from farmer's tractors. Also, during the growing season, tarpaulins can be seen placed around the olive trees, for as the olives are stripped they fall onto the tarpaulins to be gathered. As summer winds down, the end of ptember has the last great spectacle going in full swing.

The end of September signals the time for all the families to bring in their grape harvest. This finds the intrepid explorers following endless tractors hauling grapes to the local Cantina Sociales where locale grapes are pressed into wine which is either consolidated for sale or separated for individual distribution. Winding through these hills, the grapes can be seen being hand-picked by the same families who where harvesting cherries at the beginning of the growing season. This yearly cycle of life these hills hold is being completed on schedule. These people live out their lives performing these yearly rituals.

Adventuring by one's self, the Tenere makes for some great spirited fun. It is fine for the dirt if moderate speed is kept. Reaching for the mountaintops, many waterfalls are passed and dense growth reminiscent of Hawaii is everywhere. This dense growth gives way to rolling green grass the covers

(Continued on page 20)

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Dual Sport Sidecar Barstow to Vegas Part II

So off we went. Well, this section started out just like we were told. Great terrain and great scenery. It was at this point we encountered some rain. We followed some train tracks and found ourselves rolling along; up and over and down through these washouts that were fairly soft. We would drift back and forth, up and down and I remember telling Walt that "as much as I hate to admit it I guess that guy was right". It was without a doubt, some of the greatest terrain and views that we would encounter all weekend. This went on for several miles and then we hit the SAND. Strike three. This was like no sand I had ever ridden in. It had absolutely no bottom. Because of the weight of our rig and our combined weights (mine factoring quite a bit more into the equation than Walts!), we spent the next 15 miles with the engine spinning close to red line to keep us flying along at a whooping 5 to 10 mph. No wonder where that tank of fuel went. After passing a caravan of Jeeps and 4WD's, we somehow got upside down. (is here such a thing as strike four?) Apparently, my sidecar wheel hit a rather large mound of dirt and flipped us over. We luckily weren't moving too fast but fast enough that I couldn't stop the hack from coming all the way over. The next thing I knew, I was lying on the ground looking up at Walt who was on his hands and knees supporting the sidecar and straddling me and we were both under the sidecar. I wiggled my way out and helped Walt get free and we both just checked out the situation. We righted the hack and finished tearing off all the stuff that had broken (turn signals, number plates etc.). The left handlebar was bent at a right angle and it put a crease in the left side of the tank. I turned the bars to the right and got on the seat and pushed the left handgrip with my boot and was able to bend it to the point where I could at least turn left again and took off.

Yamaha XS650 dual sport conversion with Ural sidecar

We had managed to stay in front of the 4WD's and this proved to be a Godsend because before too long we found ourselves buried up to the spark plugs and had no choice but to sit and wait for the sweep truck. When the four wheelers went by, they stopped and offered to winch us out. So they pulled us out and somehow we got it moving and jumped on. Finally back on the road, we completed the sand section and made our way through the Dumont Dunes recreation area. We then came upon Armagosa Creek and made several water crossings as we followed it along the base of the cliffs and then found ourselves picking our way through an ever narrowing canyon. We ended up having to actually pick up the bike in some areas to get by some big rocks that littered the trail. At this point, we dumped in the extra fuel that we were carrying. The sand had literally swallowed a full tank of gas and we were hoping to make it to the last remote gas stop.

We came upon the last challenging turnoff and thought we would take it for a couple of miles to get some good video footage with the helmet camera Walt had brought. We turned around and went back to the turnoff but this proved to be a problem as we ran out of gas again climbing over the Kingston mountain range (another strike?). We turned around and coasted about a half a mile back down to a silver mine we had just passed. I went on foot to try to find some help or gas, but instead only found a pot bellied pig the size of my sidecar. With one eye on the pig, I poked around to look for a gas can. No luck. By the time I got back to the sidecar, a couple of solo riders had stopped to donate a little gas to us so we could get to the next gas stop (or so we would have hoped). The pig even showed itself outside the mine, thus proving to everyone there I hadn't lost my marbles and seen something that wasn't there. While one of the helpful solo riders fought with the small open end wrench from his tool kit to try toadjust his chain, I pulled out a 15 inch adjustable wrench from my trunk and asked him if this would help. You should have seen the look on his face! Aaahhhhh another sidecar plus.

We eventually made it over the crest and started down the other side. The bike, had been running poorly for a while which didn't help the gas mileage. Apparently, something was affecting the gas flow and we had to run with it at full throttle to keep up any kind of speed. We came down out of the mountains and we were starting to watch the daylight diminish as we hit a very sandy, heavily washboarded road. We knew we were getting close to the gas stop but unfortunately didn't quite make it. We lifted the sidecar up as far as we could to let whatever gas there was in the tank fall over to the left side where the fuel petcock was. It didn't help. We left a note on the bike with an arrow pointing to a ranch off in the distance that

(Continued on page 16)

... Barstow to Vegas Sidecar

(Continued from page 15)

we had taken off to search for gas. By now, I was really tired and starting to feel the effects of having Wait and the bike on me when we flipped over. I tried to tell Wait that maybe one of us might want to stay back with the bike in case someone came by. No luck I guess he didn't gt my hint. We took off across the desert and walked to Two Hawks Ranch and luckily, ran into Lee Wilder who owned the ranch. Not only did he have a gas pump on the premises, he four wheeled us back to the bike. By now, it was completely dark. After gassing, up the bike, he followed us till we were out on the main dirt road that would take us to the gas stop. Thanks Lee! But by now, we had lost over an hour once again. That made a total of over three hours lost OUCH!

Well, let me tell you that we got to the gas stop in about three minutes. That's how close we were when we ran out of gas the last time. Now I'm thinking back to our little side trip for some video footage on the challenging section. Boy, that better be some goooood footage. The people at the gas stop said we the the last vehicle to come through. Everyone else had either already been through the check point or been accounted for as they bailed out to Vegas at an earlier check point. Well, we got gas and limped in to Las Vegas with the support vehicle from the gas stop behind us. We missed out on the last 30 mile section of dirt road but all things considered, I was very pleased we got as far as we did. Quite an accomplishment with all that we faced that day.

As always, the sidecars put on quite a show. Perry got the sidecar award at the Saturday night awards banquet. Only six sidecars out of 300 bikes, and we got the largest picture in the Cycle News coverage and also got some coverage on the Moto World motorcycle TV show. I'm already planning something new for next years LA to B to V. We'll be going out to the Adelanto, Grand Prix in February and ride along with the motocross sidecar guys (well maybe behind them). I'll be riding the event with my 9 year old son, Robert. We hope to see you all out there.

If you'd like any info on dual sport sidecars please contact me at: **Mike Braverman, 13691 Gavina Ave. #643, Sylmar, CA 91342, Phone number 818-364-5867 or on the web at hftp:// home.earthlink.net/-sidecarmike (web site) or e-mail sidecarmike@earthlink. net (e-mail).**

Or you can go to www.sidecarcross.com and click on the dual sport sidecar page for info. Take care and keep the rubber side down.

... Copper Canyon

(Continued from page 9)

summers are comfortable during the day, and cool and refreshing at night. Winter can produce some light snow, but it melts quickly. Freezing temperatures are common during the winter months, but the dry air makes it very tolerable.

The bottom of the canyons are subtropical sporting palm trees and cacti. Summer rains help buffer the heat where it can get to well over 100.Winter, spring and fall are generally wonderfully warm during the day and comfortably cooler at night. Late June through early September is the rainy season with 6 inches a month being average. After an afternoon rainfall, the canyons turn emerald green and are a spectacular sight.

My wife Ricki and I have been traveling in the canyons for quite a few years now, (20 years in Mexico) and we have always been treated kindly by the natives. A year ago, under the name of Rosen's Rides, I started leading groups of dual-sport enthusiasts into the canyons. The area is so vast, that if your time is limited, you don't know the language, or you don't have anyone to travel with, a group offers the first or second time visitor some very valuable guidance and security.

Next issue I will talk specifically about dual-sport road and trail conditions, fuel availability, river crossings, and best times to visit. There is also quite a bit of information that you might find helpful on my web site at,www.rosensrides.com

...Technical Insights

(Continued from page 11)

WARNING: When adjusting the balancer chain, DO NOT turn the adjuster bolt out more than one turn! The manual says, "Remove the tensioner cap and loosen the tensioner bolt a few turns." This is wrong. The idler shaft lever can stick to the oily bolt and be pulled way off of its shaft. When you retighten the bolt, the lever can become cocked and bent, allowing it to come in contact with the back of the large, one way clutch gear as it turns. If you hear a light knocking sound upon starting your engine after adjusting the balancer chain, you will have to pull the generator cover and rotor and replace the lever. Remember, one turn only when adjusting the balancer chain. Before you tighten, tap the bolt with a plastic mallet.

DR350 Tech

I just found out that the new DR350SE's now have less rake and trail than the previous models –*the pre 1998 models I presume – Ed.* That's sad because the DR350 is the only trail bike from Japan that doesn't steer like a road racer and need a steering damper. With a loss of about ½ degree of rack and .3 inches of trail, the DR is still better than its competition when it comes to steering.

TECHNICAL QUESTIONS WANTED

Have a technical question you want answered? Send it into to us and we'll get an answer for you regardless of brand. We have managed to establish a great resource of knowledgeable dual sport enthusiasts who can answer just about any question, bike related of course, you can ask. Send tech questions to Dual Sport News, PO Box 698, Sandia Park, NM 87047 or e-mail to k650dsn@aol.com.

...Elefantations

(Continued from page 5)

valving and oil experiments and 30,000 miles finally "broke" it in. Then there is that wonderful Ducati V-twin engine with little vibration, smooth power delivery and gobs of useable horsepower (65) available at your fingertips.

We've ridden through the backroads of the western US especially the Southwest. We've one the Barstow to Vegas, Colorado 500, and been to Tierra del Fuego. Half of its life has been on dirt roads and rocks, with mud, snow and sand thrown in to keep us awake.

I own three Lucky Explorers, a 650, E900 and a factory spec rally 900 SP which will be a subject of a future article. I plan to represent the Ducati label in *Dual Sport News* along with John Sykes of Southern California (a man who has made numerous racebike modifications to stock). It should be noted that there are new ones on dealer floors as I write this –unbelievable as I consider it the greatest motorcycle I've owned.

...Carburetor Primer

(Continued from page 7)

huge difference. Higher numbered jets have a bigger hole.

OPTIONS

It's hard to tune the pilot screw with the carb in place and the engine running. Jake created a tool just for this. You can call him at (435) 387-5575. I'm testing a new screw that was developed for the Harley but seems to be working so far on the KLR. I'll post the results in a future update.

Besides the Dynojet kit, you can also use the Dial-A-Jet to boost the top end. Gino reported mixed results with it. As you build up the engine you may need to order a larger pilot jet. At a certain point in beefing up the engine, our humble CVK40 will have no more to give, and you'll have to look at replacing it with a larger carb.

Thanks to all who helped here and a special tip of the hat to Kurt Simpson.

If you have a KLR650 specific article, please send it to:
Kurt Simpson

ajax@xmission.com

... Michigan Safari

(Continued from page 10)

road, but it was so overgrown that we didn't see it. After M-131, the trail consisted of dirt county maintained roads until we crossed Camp Ten Road. Here is where the trail changed. We rode about 8 miles of trail from Camp Ten until Slashing road. It was awesome. It was woods and dirt, not sand. The ground was all covered with leaves, it was kind of like riding at home in the fall. It wound in an around a small section of woods located in some hills. After Slashing Road, we headed North towards Indian River, our next stop. This part of the trail consisted of single track, two track and county roads. We got a little lost when the trail combined and crossed with an ORV loop just before Indian River. Since it was 5 p.m., we headed over to M-68 and rode into town. We stayed at another "motor court" the motel owner was not very friendly and since I had been to this town before, I didn't bother asking him about a place to eat; I already knew where to go. I guess the owner wasn't too friendly because he was too busy trying to keep his elderly mother from taking all the stuff off the desk in the office and putting in her pocket. We decided we like the drunken motel owners better. The room was old, but very clean. The carpet was dark green and the walls were light green, and a brown/ orange chair. There was also a separate little kitchen room in the front with one of those old refrigerators with the big pivot handle that acts as the handle and lock for the refrigerator. It was in a room with a maroon lineoleum floor and the old style chrome table and matching chairs. Since we've been travelling north, it's now starting to get cooler. I think we even put some heat on in this room. We went out to eat at the Trading Post, also fueled up and picked up a quart of beer for the evening TV watching and some snacks for the morning. Went to bed around 10:30 p.m. I'm starting to be pretty tired at the end of the day now. In the cabin next to us were some Nuns on a vacation. They were very interested about our trip. During our trip we did get a few "wow, your butts must hurt, riding them bikes all the way from NJ". I guess when they saw what we were carrying, and our license plates, they figured we rode the whole way. Today's total mileage was 106.

CAPTIAN'S LOG- STAR DATE Thursday May 21st, 1998 : DAY 4 Map pages 9, 10 , 11, 12, and 13

We awoke about 8 a.m. again and it was downright cold. For the first time, I "needed" a jacket. Since we had food in the fridge and had gassed up the night before, We were on the road by 9 a.m. We picked up the trail about a mile away on the eastern side of I-75. We're now on the Southward part of the MCCCT heading toward Mio (pronounced M-eye-O, not Mee-0 or M-ten). The trail was open and nice for about the 1st 45 minutes. At that point, we were cruising along on a forest road and came to a large beaver dam that had the entire road covered in water. Since it was about 40 degrees outside and we had no idea how deep the water was, we decided to tough it out on some pavement and avoid getting wet. After some backtracking and map studying we were able get onto M-33 and ride that into Tower. We then picked up the MCCCT on a Center Line Rd and head south. We rode about 8 miles of county road before the trail went back into the woods. The trail was great in some spots and whooped out in others. At about 105 miles, we stopped in Lewiston on county road 612 for gas and lunch. After lunch, the trail went from sand whoops top more dirt and mud single track in the hunt creek loop. We continued on to the Mio loop and through a spot on the map labeled "black yukkies". Since it's been so hot and dry out there, this section was not a problem. It was a bunch of small black mud holes. I'm sure they are pretty rough in normal weather conditions. After the "black yukkies" the trail crossed M-33 and we decided to cut out early because we were so tired. Part of the trail today wound in and around a power line for miles and it was excellent non whooped terrain. The last section before Mio (the Mio loop) was technical and fun. That section would have been a real blast if it had been morning and we weren't so tired. We bunked in at the Mio Songbird hotel that I've seen advertised in every issue of the Great Lakes Trailrider newsletter. The hotel owner was sober and friendly and she said there was a good restaurant in town. Wow, we hit the jackpot this time ! The Songbird is a classy place too, they use bathroom towels for curtains. Heck, we're real off-road riders, we don't even need curtains. This motel caters to off road riders, it's the only motel in town that you can ride from the motel parking lot to the ORV trails on a non street legal bike. In Michigan, you need to be street legal to ride the Safari because of the road sections, but for the trail, all you need is an ORV sticker and pass a sound test. Today's total mileage 146. While in Mio, we made a hotel reservation in West Branch at the Motel 8 for the next night. We were concerned with it being Friday of Memorial Day weekend; we may not get a room.

CAPTIAN'S LOG- STAR DATE Friday May 22nd, 1998 : DAY 5 Map pages 14,15,16 and 17

We left Mio about 9 a.m. and decide to take black top about 10 miles over to the ORV parking area in Luzerne. We figured that the ORV trail leading out to the MCCCT would be totally whooped out since it was the main route into and out of town. While travelling M-72 West toward Luzerne, we were pulled

(Continued on page 19)

R&S
Kawasaki / KTM / Sea-Doo / Suzuki
RICK ALCON
9601 Lomas NE, Albuquerque, NM 87112
505-292-6692 Fax# 292-4259

... Michigan Safari

(Continued from page 18)

over by the local Mio police. He walked up to us and I said "Hi, what's up ?" He immediately apologized and told us that Jim's plate is blue and he automatically thought it was a Michigan plate since they are blue. When he ran it, he got an invalid plate back. Jim's plate is mounted on the piece that hangs down from the fender like it's supposed to be. On my bike, I took that extension off and mounted mine to my rear fender. My plate is the newer white NJ plates and since it was covered in dirt on a white fender, he said when he didn't see a plate on my bike. Then he said, "well, while you're here, let me check out your info"

He went back to the car and by chance, faintly through our helmet communicators, we could here him checking us out against NJ to see if we had any warrants or anything. Then he came back and told us that since the trail system around there is so big, they have a big problem with kids blasting up the road on their dirtbikes. Then he sent us on our way and told us to have a nice day. We found the ORV parking area and rode the ORV ROUTE till it connected with the MCCCT. It was more sand and whoops until the MCCCT, then it flattened out. We rode the trail, which combined and crossed with the ORV trail a bunch of times, so you had to stay on your toes to follow the correct markers.

Most of the ORV trail was whooped out, but the MCCCT was fairly nice. We are back in all sand again. After passing the cross state connector trail and riding 50 miles total, we gassed up in West Branch and decided to check into the motel, drop all of our gear and get some lunch. It was excellent to hit the trail without 30 pounds of crap slinging off the bike and ourselves. It also gave us a chance to make quick stops in the woods and take pictures. We left West Branch at 2 p.m. The town claims itself to be a friendly town and the water tower is painted bright yellow with a smiley face. We rode more sand trail, single track combined with two track, on and off ORV loops again till we hit M-30. The trail markers were sparse in this area and the markers that were up, didn't match with the trail drawn on the map. We made our own way by looking at the map. At this point, I wanted to quit, but we were close to the official end of the MCCCT and I damn well was going to get to the end. I found out later that it was the week that they were rerouting that part of the MCCCT and everything matches up now. The last trail section was very tough; it was full of whoops and very deep power robbing sand. I'm sure if I were on a light two-stroke moto-crosser instead of a 300 lb dual sport bike it would have been more fun. We finally made it to the end in the parking area on M-61. It was starting to get dark so we took our pictures at the "END" sign and hit the blacktop for the 35-mile ride back to West Branch. My bike ran out of gas about the 100 mile mark, mainly because I had to use extra gas in the deep sand and I fell over so many times. We arrived at the motel 9:15 p.m. Total miles today 176, it was a tough long one. We have now officially finished the Trail Safari. It's 110 miles back to White Cloud by pavement so we decide to run some of the MCCCT backwards and use the cross-state connector. We showered, went to dinner in front of the motel. I had a hard time keeping myself from passing out at the dinner table.

CAPTIAN'S LOG- STAR DATE <u>Saturday May 23rd, 1998 : DAY 5 Map pages 15, 21, 20, 19, 5, 4, 3, 2, and 1</u>

We left West Branch about 9 a.m. for our last day of riding and the trek back to the start. We attempted to travel blacktop North to St Helens and pick up the cross state connector, but somehow I got confused and we wound up riding away from St Helens and picking up the connector above Roscommon. This section of the MCCCT was excellent and we were surprised. It was Saturday of Memorial Day weekend that the trail was empty. We saw one guy and his son. About half way through the West Higgins loop my bike started to hesitate and act up and break up. We made it to a parking area and I decided to try and work on the bike. I took off the seat, side panel and air filter cover. My K&N filter was so full of dirt; I don't know how the bike ran at all. I started the bike up with out the filter and it made no difference. So I whacked the filter against my hand to knock some of the dirt off and put it back in. The bike was blowing black smoke out the exhaust and running like the carburetor was flooding out with gas. So twice, I crimped the gas line, ran the carburetor out of gas and whacked the bowl of the carburetor with the handle of the screwdriver. There must have been a piece of dirt lodged in between the needle and seat because this seemed to fix the problem. Not wanting to take a chance, we picked up blacktop where the MCCCT crossed 13-mile road. We traveled blacktop through Morrestown into Lake City and stopped for lunch. At lunch, we decided that the bike was ok and we would take a little more blacktop and pick up the MCCCT on the other side of Cadillac. So, after lunch, we traveled M-66 over to M-55 through Cadillac and picked up the MCCCT going south towards White Cloud. This was an excellent piece of trail on the wy out.

At one point on the trail by Cadillac, I was stopped and taking off my jacket and I saw another rider. He stopped and asked me if I was ok. Then he said "I know you, you've ridden the 6 days of Michigan ride" which I have ridden 5 times. I didn't recognize him since he had his helmet on. It's pretty weird to be in the woods 800 miles from home and have someone recognize you. We rode the fun part of the MCCCT south till just North of Luther. It was here where we left the dirt for the final time and rode about 25 miles on pavement back to White Cloud. I was never so happy to see that nice wide bucket seat in my truck. Today's total mileage 178.

In summary, here are a few notes on the trip. Total mileage for the ride was 831. Other than my dirty carburetor problem, probably caused by running out of gas. The bikes performed flawlessly. This ride could easily be done on a big bore 650 bike. If I were to do it again, I would take more time to do it. My stopovers would be.

(Continued on page 20)

... Michigan Safari

(Continued from page 19)

White Cloud to Baldwin, Baldwin to Kalkaska, Kalkaska to Indian River, Indian River to Lewistown, Lewistown to West Branch, West Branch to White Star (taking the road back to West Branch for the nights stay), then the cross state connector back, possibly even breaking the connector into two days. Next time, I would like to have a support truck to meet us each night and probably camp. If not I would try to pack lighter. I wouldn't bring the moccasins; it's not fun or smart trying to kick-start a four stroke in those things. I had to do this each day when we went out to eat. I also saved up my worn out socks and after each ride, I threw the socks out. So the pack got a little lighter each day. The reason I mention all the towns and roads is if anyone reading this decides to do the ride, you will have specific reference points of time and distance. If you ever do this ride, make sure everything you pack is individually wrapped in zip lock bags. They will protect it from rain as well as dust. Each person on the ride should carry a copy of the map. We water sealed ours and pack the current days sheets in a zip lock that was easily accessible. Make sure your bikes are in perfect working order and carry tools/parts. We also had along a towrope , extra brake and throttle cables. The ride was truly an adventure and we had a blast. Make sure you pay attention to the markers, your map, and carry a compass. All the markers are orange triangles; the ORV markers have a uad on them and say "ORV TRAIL", the MCCCT markers have a bike on them and say "MCCCT" there are also "ORV ROUTE" Markings. You will want to follow the MCCCT marker to where it joins ORV trail and then follow the ORV trail markers until it splits again, then you follow the "MCCCT" markers again. If the trail is ORV/MCCCT, every couple of tenths of a mile, there should be a MCCCT marker with the ORV marker. If you've gone a few miles and only have seen ORV markers, you've probably gone the wrong way. Often on a tree, there will be both markers, with ORV going one way and MCCCT going the other way. Make sure every so often you stop and regroup with your riding partner. On our trip, the second guy had to hang back because of dust and a couple of times, Jim was leading and missed a MCCCT marker and I didn't so I wound up ahead of him. We would stop every 5 to 8 miles and make sure we were still together. If this ride is too much for you, at the end of July or beginning of August, the Cycle Conservation Club runs their Six Days of Michigan Trail ride. It started about 15 years ago with a group of guys organizing and riding the trail safari together. Now it has grown to their biggest event. Drawing close to 300 riders and support from all the big makes and becoming a National Suzuki Dual Sport Series ride. They've been known to ride trail in the upper and lower part of the state. Each day is a new trail starting from the campground and returning back. Camp moves a couple of times during the week. Each night there is also a planned activity. They run a single-track route and a dual sport/two track route. If you ever get the chance to do it, go it's a blast. I've ridden the Six Days ride 5 times and plan on going again in a couple of years. If you have any questions about the Trail Safari, Six Days ride or club info, contact Bill Chapin cccbill@dmci.net. If you want to ask me about it, you can contact me at Sperduton@dnb.com.

... European Rides

(Continued from page 13)

these mountains; the scene could be straight from the famous shot of Julie Andrews singing The Sound of Music. Further up, the craggy pikes, like the ones shown in the opening sequence of Cliff Hanger, boggles the mind with beauty. Many times at this level clouds will quickly inundate with rain soon to fall. The only complaint arrives when sticky mud is encountered. This is when the Paris to Dakar style front fender, which is mounted low to the front tire, quickly becomes clogged with mud to the point of locking the front tire against the fender. The only fix is to remove the fender until mud is out of sight. But, the good aspects of the fender being low to the tire is how it doesn't hinder the airflow across the air/oil cooled engine as well as doing a great job of controlling "rainroost" when on the pavement.

The motor is typical XT600; loads of bottom-end torque. In first gear, a quick, to-the-stop handful of throttle at 1500 RPM brings the front wheel high into the air requiring quick modulation of the throttle. A quick shift into second as first starts to run out keeps the tire in the air, and when really feeling the urge, third is also easily grabbed. With the motor loosing a little steam, the front wheel lands, taking a quick moment to spin up to speed. Slowing back down, both front and rear discs stop great, with the front brake potent enough to finesse a "stoppie" when on the pavement. Under hard front braking, the long legs of the front suspension take a moment to wind up as they head toward bottom. Quickly, though, the rear tire unloads and heads up in the air, and as forward momentum ends, the rear tire crashes back to earth with the tall rear suspension soaking up the impact without protest. When feeling really "cocky," Supermotard style riding is easily accomplished; moto-cross foot out with t bike heavily heeled over while accelerating hard out of tight corners, pavement slides are definitely felt, if not easily seen. "Hero status" within one's mind is easily achieved.

Yes, trying to gain "hero status" is excepted in Italy.

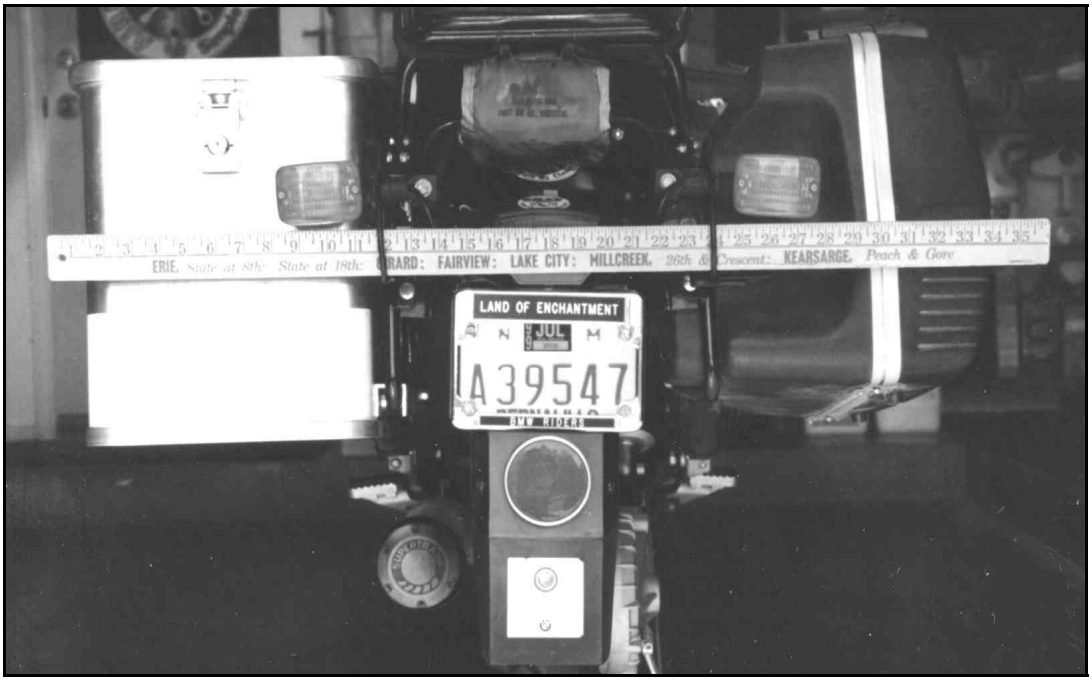
(Continued on page 22)

Heavy Metal

J.S. Desko

HOW DO THEY HANG?

Lets assume the coin came up heads and you have decided more luggage capacity makes sense. How do we get there from here? If you have an R 100 GS, it's easy. Hidden in the BMW EPC as in Electronic Parts Catalog is all you need to lower the exhaust pipe making room for a full size bag on the LH side. For those inclined towards OEM parts and bolt-on ease this is the way to go. This route will however put a serious dent in your credit limit, about the same as a set of Al Jesse's bags. Now should you own an R 80 G/S or be better supplied with ingenuity than cash, let us explore another way.



The benefit of a low exhaust can be clearly seen on this BMW R80GS fitted with a low muffler. Normally, the high exhaust can would intrude on the left sidecase, but the low muffler allows the use of a full sized pannier.

It's decision time, are Darr boxes or better yet a set from Touratech in the plan? Last article I did my best to talk you out of simply hanging your "Spam Cans" from OEM bag mounts, I doubt they will carry the weight your Big Boxes will hold. I have seen some pretty creative reinforcing jobs done on stock bag mounts. Remember what frame bits support these beefed-up brackets, do they need help as well? Decision #2 does an asymmetrical luggage set suit you or is it worth the trouble to relocate the muffler to accommodate equal size boxes. If you decide on two Big Cans, one option is turning to HEPCO & BECKER. The part #650.611 got me Gepacktrager mit symmetrischem Koffertrager fur tiefliegende Ausspuffanlagen fur BMW R 80 G/S Bj. 81-87. All that to say "luggage mount for symmetrical bags for low exhaust pipe equipped R 80 G/S (very loosely translated). After building a low exhaust system from the original collector and a mandrel bent "J" pipe from the local automotive "speed-shop", I now had a place for a universal fit muffler. In one concession to light-weight I choose an aluminum bodied unit from Super Trapp. I have had good service from Super Trapp products since the late 70's and have yet to revise that statement. The muffler came with two mounting tabs intended-to-be-welded the aluminum canister. Let me say my experience with hangers welded to exhaust components has been grim so I went a different direction. You will notice in the pictures, a simple wrap-around hanger supports the steel end of the exhaust system and the muffler hangs from the tubing unsupported. One side note is probably in order, as you can tell from pictures this is not a new design yet to be tested, it has been in hard use since mid '94 without failure. Since then one minor modification has been made to the bracket the system hangs from and a muffler clamp needed replacement.

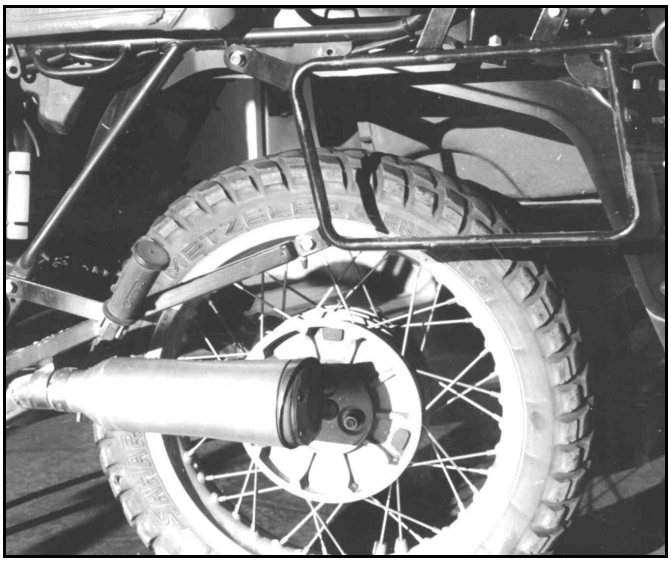
So now you have found the Gepacktrager, ordered the muffler and welded up the exhaust system, "All Set?" Not quite! Since the boys at HEPCO & BECKER designed their luggage mount to attach to the mystery exhaust system. Since that still remains lost some where in the instructions provided in proper German you have one more bit to create. The bar that runs from the LH bag loop to the frame looks deceptively simple, Right! This sort section of square steel tubing locates the luggage loop, provides a home for the passenger peg as well as carrying the exhaust hanger. This Bernie-Bilt part is the result several hours of "skull-sweat", fitting and welding by my dad and me.

OK, all is in place and what did we get for our troubles. The mounts seem to be bearing the weight of the Darr Jumbo Boxes well. For around town use the Darr's come off and a set of BMW "Touring" cases fit nicely in their place. Although this system may not be as robust as more permanently mounted heavy gauge "world traveler" systems it is more versatile. Darr claims a capacity of 80 liters for a set of Jumbo Boxes, BMW claims 60 liters total for the asymmetrical G/S stock set and 66 liters for a symmetrical set. The capacity increase is there but at what size penalty,

... Heavy Metal

notice an approximate two inch increase in width. Let's not forget the requirement of removing the muffler to remove to rear wheel, only one clamp to loosen, not bad. Approximate cost? In dated prices, used Jumbo Boxes $300, H&B mounts $200, Super Trapp $120, labor priceless.

At Moodus BMWMOA National Rally an admirer after listening to an abbreviated version of the preceding tome observed "Seems like a lot of trouble for a little extra luggage space". Only you can decide.



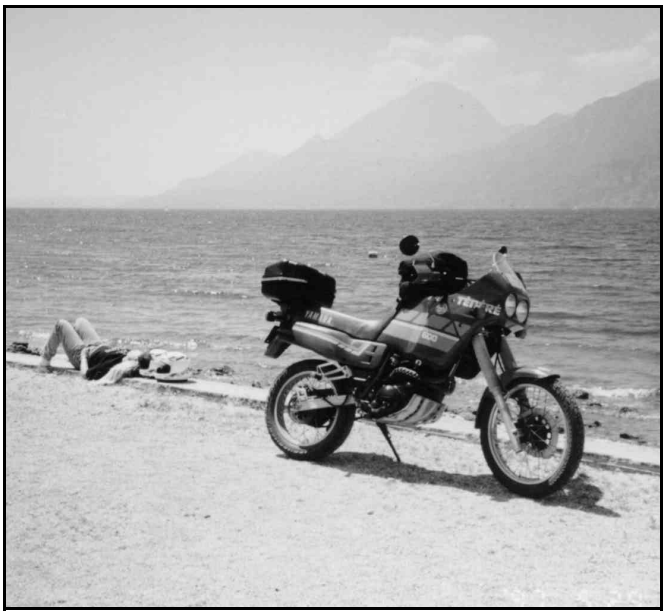
Above Left: *Low muffler allows room for larger side case.* ***Above Right:*** *On BMW R80GS, low muffler must be removed for wheel removal*

... European Rides

(Continued from page 20)

Here in the States, going for "hero status" can end up costing money. But, off the heavy throttle and sticking to typical cruising and commuting reveals this cushy suspension to be better than most road bikes. The gearing works out to 4200 RPM at 110 KPH; about 70 MPH. The mirrors stay clear at any speed. A true adventure bike, this dual sport is one fantastic machine for any moderate, "I-need-to-be-at-work-on-Monday" situation.

Inspired by the great Paris to Dakar races, the Europeans have figured out the true worth of this breed of bike. For the Tenere here in the States, no matter how many motorcycles are encountered, it will continue to be the stranger in town until American taste discovers the great world of "adventure sport." Yeah, that's what it's all about...adventure.



Right: Relaxing on one of the many beaches of Lago Di Garda (Lake Garda)

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On the web at: www.motoaventura.com

Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

For Sale: 1987 KLR650 engine 16,000 original miles. I will build the engine to suite your fancy. No labor, just cost of parts and engine. **Two** almost new stock shocks for sale. **Set of wheels** with Buchanan stainless spokes and nipples (1.85 front rim). **Gas tank**, primed. Set of **stock wheels**. 1987 complete **electrical system** with 16,000 miles. Rear **sub-frame** unpainted. Miscellaneous engine parts. Elden Carl 619-440-2960

Wanted: Corbin Seat for KLR 650 (1995). Prefer black naugahyde. John Wilson 918-749-9299

Wanted: KLR650 to replace my crashed KLR. Must have low miles, be in good shape and be priced around $1,000.00 Call Jerry Young 541-382-4763

Wanted: DR650 Suzuki engine, any year. Jim Platek 405-377-7852
For Sale: KLX650, 1994 super clean with extras. $3200. Jim Platek 405-377-7852

For Sale: 1998 KLR650. 5K highway miles, Dynojet kit Stage 1. Chris in San Antonio, 210-846-2667

For Sale: HeinGericke leather jacket, Paris/Dakar model, size 42L, brown, perfect. Used one season. Too warm for Albuquerque, bought Aerostich. Contact: Bruce Hedquist 262-2046(w) 856-5623(h)

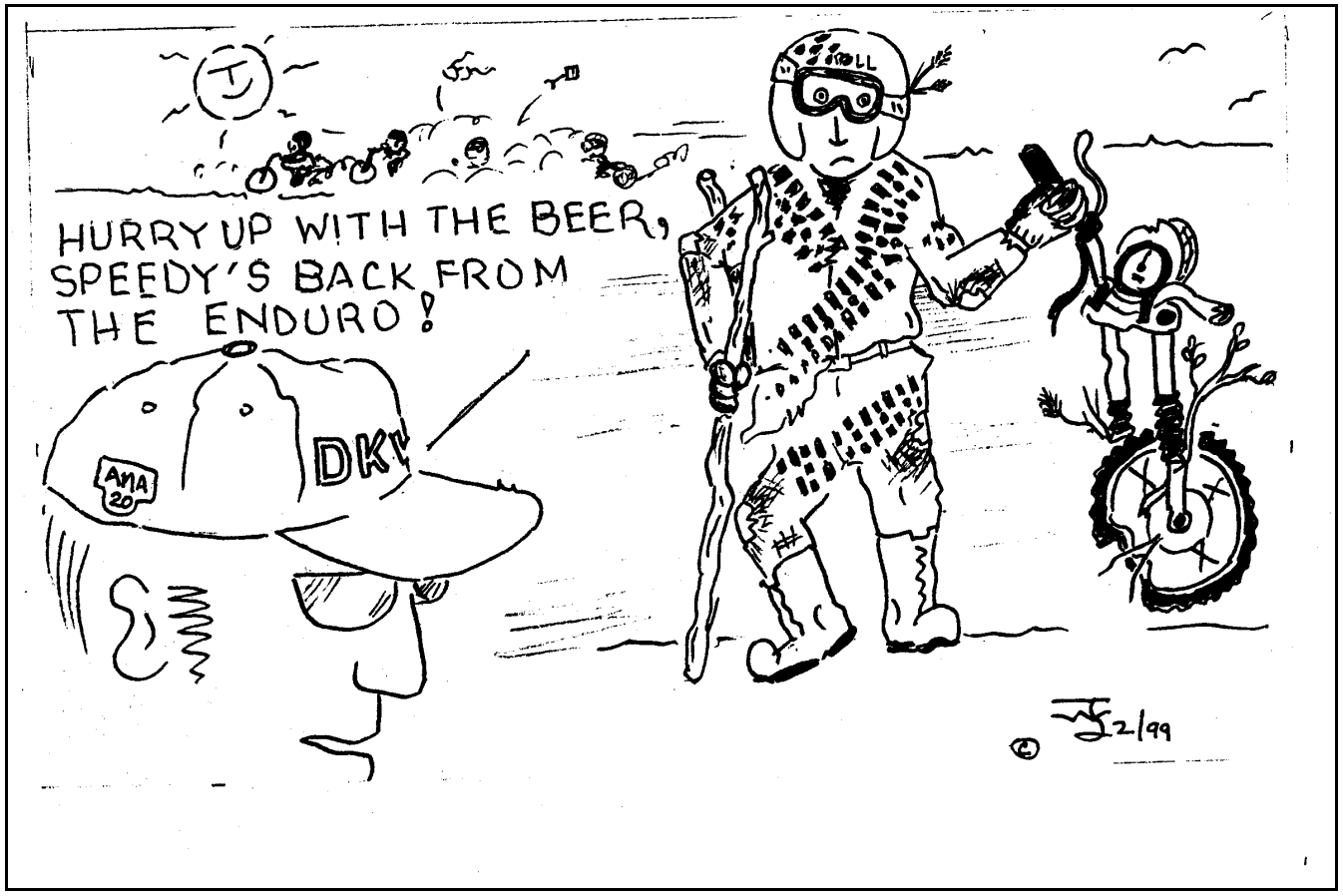
For Sale: 1998 KLR650, bought new in Oct-98, 1000 miles, Kawasaki soft luggage, Clearview +4 w/s and heated grips. $4200.00. Moscow, Idaho. Call Bert Fox 208-885-1962.

For Sale 97 KLR650. 6,200 miles by meticulous, mature owner. Over $2,600 in accessories incl. Supertrapp, Side racks, Lowering links, Kawa. tank and tail bags, Lockhart flush-mount turn signals, BMW-style electrical outlet for heated vest, etc.,K&N, Acerbis hand guards, Dyna Jet, bigger windscreen, highway pegs, weighted bar ends, high watt headlite, Moose skid plate, Progressive springs, much more. Recent $500 major service incl. 2 new Gripsters and Metzeler heavy duty tubes. Always carefully ridden and maintained. Must sell, will sacrifice, $4,150. Bruce 602.661.1390 or email <bt1113@earthlink.net (bike in San Diego)

For Sale 1988 KLR650 21,500 original owner miles. Color matched Corbin seat plus original seat. Aldult ridden, never abused. Maintained to Kawasaki Specs. $1850.00. Call Earl Hobbs at 505-336-4694 or BLUE36CC@zianet.com

For Sale 1997 KLR650 10,000 miles, one owner. Very good condition. Clearview windshield, Travelcade seat, throttle lock. Call Sinjin Eberle 505-281-6900.

LEATHER CHEEKS



Dual Sport News
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Sandia Park, NM 87047